



Department of Toxic Substances Control



Winston H. Hickox
Agency Secretary
California Environmental
Protection Agency

Edwin F. Lowry, Director
5796 Corporate Avenue
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Gray Davis
Governor

December 5, 2002

Mr. Mike Van Houten
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Commander (oan)
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PUBLIC PARTICIPATION PLAN FOR CHANNEL ISLAND SITES, AID TO NAVIGATION (AtoN) SITES RELATING TO DISPOSAL OF BATTERIES OR BATTERY ONSTITUENTS, UNITED STATES COAST GUARD

Dear Mr. Van Houten:

The Department of Toxic Substances Control (DTSC) is pleased to transmit the enclosed Public Participation Plan (PPP) for the Channel Island Sites. Please review the recommendations of the PPP and implement the appropriate public involvements activities throughout the sites investigation and cleanup. DTSC may request updates to the PPP at any time if we find more interest from the community or if the project activities or scope changes significantly.

If you have any questions regarding the PPP, please call Mr. Eloy Florez at (818) 551-2875 or you can call me at (714) 484-5419.

Sincerely,

Tayseer Mahmoud
Hazardous Substances Scientist
Office of Military Facilities
Southern California Operations

Enclosure

Mr. Mike Van Houten
December 5, 2002
Page 2

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**California Environmental Protection Agency
Department of Toxic Substances Control
Region 3, 1011 N. Grandview Avenue, Glendale, CA 91201**

PUBLIC PARTICIPATION PLAN
UNITED STATES COAST GUARD
PROPOSED BATTERY REMOVAL AND SAMPLING
Channel Islands, California
December 2002

Prepared and Approved by:

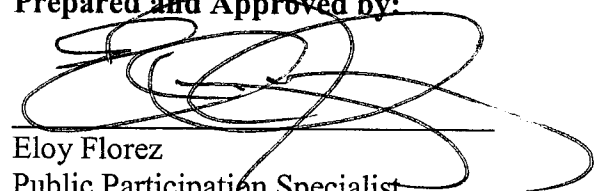

Eloy Florez
Public Participation Specialist
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Glendale, CA 91201

TABLE OF CONTENTS



California Environmental Protection Agency
Department of Toxic Substances Control
Region 3, 1011 N. Grandview Avenue, Glendale, CA 91201

PUBLIC PARTICIPATION PLAN UNITED STATES COAST GUARD PROPOSED BATTERY REMOVAL AND CONFIRMATION SAMPLING

**Channel Islands, California
December 2002**

TABLE OF CONTENTS

1.0	Purpose Of The Community Profile	1-1
1.1	DTSC Oversight Responsibilities	1-1
1.2	Sources Of Information For The Community Profile.....	1-1
2.0	Site Location and Project Description	1-2
2.1	Surrounding land use and history	1-2
2.1.1	Current Land Use.....	1-4
2.1.2	Future Land Use.....	1-4
2.2	Site History	1-4
2.3	USCG Involvement.....	1-6
3.0	History of Community Involvement.....	1-8
3.1	Community Concerns and Issues.....	1-8
3.2	Community Demographic Profile.....	1-9
3.3	Community Demographic Profile Table.....	1-10
4.0	Key Contact List.....	1-15
4.1	Information Repositories	1-16
4.2	DTSC Contact for Public Participation Requirements	1-16
5.0	Recommended Public Participation.....	1-16

List of Tables

3.2 Area Demographic Characteristics

Appendices

A	Figures
1	Vicinity Maps
2	Site Plan
3	Existing Land Use
4	Demographic Radius Map
B	Public Notification
1	PEA Notification Letter
2	Survey Transmittal Letter and Questionnaire
3	Community Survey Results Analysis
C	Project Schedule
D	Key Contacts Mailing List
E	Community Leader Contacts
1	Contacts and Questions

1.0 PURPOSE OF THE COMMUNITY PROFILE

The Department of Toxic Substances Control (DTSC) has prepared this Public Participation Plan (PPP) to describe the community and determine potential community concerns regarding the environmental investigations surrounding the improper disposal of lead batteries off the coast of California (6 Channel Islands). The Channel Islands include San Clemente (3sites), San Nicholas (3 sites), Santa Catalina (1 site), Santa Barbara (1 site), Santa Rosa (1 site), and San Miguel (1 site). This document assists DTSC in evaluating the current level of interest in the upcoming project activities. As a result of the evaluation, additional activities may be performed to better define community interest and involvement activities. In addition, this plan will be used to:

- Characterize the community living near an identified Aid to Navigation (ATON) unit, using a facility with an ATON (i.e. National Park, water way or State Park)
- Identify community members who may use water ways for a means of business or recreation.
- Identify community concerns about DTSC's and United States Coast Guard Site investigations and cleanup activities
- Outline methods that DTSC will use to involve the interested and affected community members in its site investigation and cleanup activities.

DTSC will revise and/or update the PPP as appropriate throughout the cleanup process. While this PPP will be focused on areas in Southern California, several (ATON) sites were known to exist throughout the State. Currently, only the sites on the Channel Islands are of a concern because of potential human and ecological risks posed by residual contaminations from batteries. Should there be a need to expand the clean up or investigations this document would be amended under the agreements of the Voluntary Clean-up Agreement (VCA).

1.1 DTSC OVERSIGHT RESPONSIBILITIES

This Plan was prepared by DTSC, a department within the California Environmental Protection Agency. The DTSC has been working cooperatively with the United States Coast Guard (USCG) to provide environmental reviews of proposed sites for confirmation sampling and clean up of existing known sites.

1.2 SOURCES OF INFORMATION FOR THE COMMUNITY PROFILE

DTSC developed the PPP based on a community and Legislative surveys that were conducted via telephone. Some Community groups and organizations that are considered key stakeholders

were also contacted. These included Native American Associations; business representatives; environmental groups; and State and Federal officials (see Section 4). DTSC supplemented information gathered from the survey and interviews with information from past public participation activities.

2.0 SITE LOCATION AND PROJECT DESCRIPTION

There are approximately 10 ATONs units in the Channel Island area. The maps in Appendices A shows the general location of the Channel Island sites, including Catalina.

2.1 SURROUNDING LAND USE

The Channel Islands form an island chain lying just off California's southern coast. Five of the eight islands and their surrounding one nautical mile of ocean, with its kelp forests comprise Channel Islands National Park.

Anacapa Island is located 14 miles off the coast from Ventura. It is the only Channel Island to retain its American Indian name, derived from the Chumash word, "Eneepah", meaning island of deception or mirage. Ocean waves have eroded the perimeter of the island, creating steep sea cliffs towering hundreds of feet in height and exposing the volcanic origins of air pockets, lava tubes, and sea caves. At the east end of Anacapa a natural bridge has formed in the ocean. Forty-foot high Arch Rock is a trademark of Anacapa and Channel Islands National Park.

Santa Barbara Island is 38 miles west of San Pedro, is the smallest of the California Channel Islands. Formed by underwater volcanic activity, Santa Barbara is roughly triangular in outline and emerges from the ocean as a giant twin-peaked mesa with steep cliffs. Even though small in size, Santa Barbara Island boasts diversity in its habitats, with a few narrow rocky beaches, six canyons, and badlands area. It is much like Anacapa Island in its being a haven for sea birds. The steep cliffs and isolation from mainland predators provide safe breeding sites for thousands of sea birds.

Santa Rosa Island is the second largest of the Channel Islands, is 40 miles west of Ventura. It is a diverse island of grass-covered rolling hills, steep canyons, creeks, rocky inter-tidal areas and sandy beaches. It is known to have many archeological sites, some dating back nearly 11,000 years. The former owners of the island continue to lease Santa Rosa until the year 2011 for game hunts. Santa Rosa has several rare plants, some of which are found nowhere else in the world. It also is home to the endemic island fox and the spotted skunk. The sandy beaches and cliffs are breeding and resting areas for sea birds and seals and sea lions. Archeological and paleontological sites are abundant on the island. In 1994, the world's most complete skeleton of a pygmy mammoth, a dwarf species related to the Columbian mammoths, was excavated on Santa Rosa. Today, paleontologists continue to discover more sites with the remains of these Pleistocene-era animals.

Santa Cruz Island is the largest island off the coast of California. Located between Anacapa and Santa Rosa Islands, it lies from 19-25 miles off the adjacent mainland coast between Ventura and Santa Barbara. Santa Cruz is reflected in its many landforms-two rugged mountain ranges, the highest peaks on the Channel Islands, deep canyons, a central valley, year-round springs and streams, plus 77 miles of craggy coastline cliffs, giant sea caves, pristine tidepools and expansive beaches. Lying directly on the boundary between cold northern and warm southern waters, this island hosts unique plant, animal, and marine communities representing nearly 1000 miles of coastline. According to legend, Santa Cruz Island was named for a priest's staff accidentally left on the island during the Portola expedition of 1769. A Chumash Indian found the cross-tipped stave and returned it to the priest. The Spaniards were so impressed that they called this island of friendly people "La Isla de Santa Cruz", the Island of the Sacred Cross.

Santa Cruz Island is divided between The Nature Conservancy and the National Park Service. The Nature Conservancy owns and manages the western 76% of the island; the eastern 24% is owned and managed by the National Park Service.

San Miguel Island was acquired by the United States from Mexico in 1848. By the 1850s, sheep, cattle, pigs and horses were introduced to the island. Prior to the introduction of domestic animals, the island had a luxuriant ground cover. A combination of overgrazing and repeated droughts, however, changed the landscape to near desert-like conditions supporting only a few grasses and wildflowers.

The island coast includes sand, gravel, and cobble beaches, as well as rocky promitories and shorelines. Due to overgrazing, slopes are severely gullied and the western two-thirds of the island is covered by sand dunes. Prevailing northwest winds have blown away topsoil, exposing caliche (crusts of soluble calcium salts mixed with sand and silt) and dune rock (cemented dune sand) in many exposed areas.

San Miguel Island was designated a national monument in 1938, along with Santa Barbara and Anacapa islands. San Miguel has the only marine mammal rookery in the world inhabited by six species of seals and sea lions. The seal rookery at Point Bennett, on the western tip of San Miguel, is host for California sea lions, northern elephant seals, Steller sea lions, and Northern fur seals. Guadalupe fur seals frequent the rookery but do not breed there.

The San Miguel Island Light, now discontinued, was located on a south-facing plateau approximately 375 feet above sea level, near Crook Point (see Figure X). This location is now occupied by the "former" ATON site-now only evident by a metal eyebolt.

Battery debris was found over the edge of the plateau, below the former ATON and to the southwest. (Approximately 2,100 pounds of battery debris were removed by USCG personnel in 1997.) A deeply-incised arroyo directly to the east of the former ATON leads to the beach area below. No evidence of erosion channels leading away from the former ATON site in other

directions was observed. The slope leading down to the beach from the former ATON is steep, approximately 60 degrees. Beaches directly below this former ATON site support sea mammal pupping. Annotated photos showing the San Miguel ATON site are provided in Appendix A.

Available records provide no evidence that batteries other than those described in a one-page report called ATON Battery History (provided to CDM by USCG via facsimile) by Jon Grasson, G-FCV-3C, were ever used at the ATONs on the Channel Islands. Materials Safety Data Sheets (MSDS) for the primary batteries provided by the USCG indicate that batteries could have contained several metals and metalloids including antimony, arsenic, cadmium, copper, lead, mercury, selenium and zinc. These constituents are presumptive chemicals of potential concern (COPCs) for all the ATON sites. Additional site data for soils and perhaps other media will be necessary to determine if some of these constituents can be removed from the list. (Some Information Provided by the URS Corporation)

Catalina Island is the only Island supporting a major population. The island is primarily populated on the eastern side of the island in the city of Avalon. The majority of the Island is owned by the Catalina Conservancy. The ATON unit on Catalina is located in a remote area on the property of the Catalina Conservancy.

San Clemente and San Nicolas Islands are both used by the US Navy for warfare and environmental projects. ATON units are located on these islands however there environmental impact may be minimal considering the uses for these islands

2.1.1 Current Land Use

Currently, the Channel Islands are not permanently occupied by humans except for Catalina. Most activities are limited to recreational uses and biological studies. Recreational uses include, hiking biking and kayaking near the shorelines of the Islands. Catalina is well known tourist location providing a vast array of recreational and cultural activities. About 2,500 people call Catalina home.

2.1.2 Future Land Use

The Channel Islands will once again become home to the Bald Eagle during a reintroduction program planned for the fall of 2002. Catalina will not see any major land developments because of the lack of suitable areas to sustain new growth as well as strict building regulations.

2.2 SITE HISTORY

Throughout much of the 20th century, the United States Coast Guard (and it's predecessors) constructed, used and maintained several hundred ATON units in the State of California. These devices were sign-like boards and buoys, a minority of which had lights and air-horns, used to

warn ships of land as well as aid those vessels in navigation. Some were located in very remote locations not easily accessible to humans. Because of their location, it was common practice to power them using zinc batteries. In the course of their use the batteries were sometimes repaired and replaced on site. Consequently, some batteries and the materials used in those batteries were disposed of improperly. While numerous ATON sites exist throughout California, only ten land sites were found to have batteries or debris. They were all on the Southern California Channel Islands, where this survey is focused. Currently, ATON that require electricity use either constant A/C power or a solar rechargeable battery unit.

Any residual soil contamination at ATON sites on the Channel Islands is likely to have come solely from ATON batteries used to power navigation equipment. Jon Grasson, GECV-3C, provided information on ATON batteries in his August 12, 1997 one page report called ATON Battery History. The report is reproduced below to provide historical background as to the use of different types of batteries at ATONs, typical of the ATONs in the project area.

"Primary batteries are non-rechargeable batteries used to power minor (12-volt) aids to navigation. Once discharged, these batteries cannot be reused and are discarded. Thomas A. Edison Industries first introduced primary batteries, experimentally, to the U.S. Lighthouse Service in 1918. The tests were a success that led [to a] gradual conversion of aids from kerosene oil and acetylene to primary batteries. The switch to battery operation resulted not only in a more dependable light but a substantial cost savings. Batteries used in these aids were of the copper-oxide-zinc caustic soda type. The zinc plates, amalgamated (mixed with mercury) to control the rate of corrosion, forms the negative pole of the battery. The copper-oxide plate forms the positive pole. The caustic soda provides a medium for the reactions at the plates to take place. These batteries contained about two pounds [of] copper per cell, which provided an incentive by the manufacturer to purchase used batteries for reclamation.

The copper-oxide cells were used until 1953 when Edison introduced the present day Carbonaire battery. This battery was similar to the previous except that the copper-oxide plate was replaced by a porous carbon. One advantage to the battery is the cell voltage is double that of the copper-oxide cell; only half as many cells were needed. The other advantage (later to become our disadvantage) is the battery does not contain reusable copper, making it "disposable". Eveready also introduced a carbon-air type battery, but was discontinued in the mid sixties." Secondary batteries are rechargeable batteries used today exclusively in solar powered aids to navigation. However, 500 amp-hour rechargeable batteries were used in the late 1930's in the same fashion that primary batteries were used. The exception was that the battery would be removed after it expired and replaced with a recharged unit. The battery could be recharged approximately 10 times. The initial cost of these batteries was high, but the life cycle cost was supposed to be better than primary batteries. They were phased out because of low capacity (frequent service visits) and the introduction of a 3000 amp-hour primary battery, in the same size package, by Edison."

2.2.1 Archeological and cultural resources

Archeological and cultural resources span a period of more than 10,000 years. The first known human explorers of the islands were the seafaring Indians; then western explorers, fur traders, adventurers, and settlers; finally the scientists and sightseers of today.

Seafaring Indians plied the Santa Barbara Channel in swift, seaworthy canoes called "tomols." The Chumash or "island people" had villages on the northern islands and traded with the mainland Indians. The Gabrielino people lived on the southern island of Santa Barbara.

In 1980, Congress designated Anacapa, San Miguel, Santa Barbara, Santa Cruz and Santa Rosa Islands and 125,000 acres of submerged lands as a national park because they possess unique natural and cultural resources.

A series of Federal and landowner actions have helped preserve these nationally significant island treasures. Federal efforts began in 1938 when President Franklin D. Roosevelt proclaimed the islands of Anacapa and Santa Barbara a national monument. In 1976 a U.S. Navy and National Park Service agreement allowed supervised visitation of San Miguel Island. In 1978 a conservation partnership between the Nature Conservancy, a national nonprofit conservation organization, and the Santa Cruz Island Company provided for continued protection, research, and educational use of most of privately owned Santa Cruz. Finally on March 05, 1980, President Jimmy Carter signed into law a bill abolishing Channel Islands National Monument. He then raised the status of these islands, with the addition of the waters surrounding Santa Cruz and Santa Rosa to that of a national park. This area was augmented by the designation of Channel Islands National Marine Sanctuary later that year. The sanctuary boundaries stretched six miles offshore, encircling Santa Barbara and the four northern islands, including their interconnecting channels. Today, Channel Islands National Park is part of the International Man and the Biosphere program to conserve genetic diversity and an environmental baseline for research and monitoring throughout the world. (Some Information provided by the CINP).

2.3 USCG INVOLVEMENT

The USCG developed an action plan that sought to answer various questions raised by the situation. That plan, which had the support of the Commandant of the USCG, was then sent through to the EPA Office of Federal Facilities Enforcement and various other internal program offices. In the period primarily from 1993 – 1994 (additional studies continued until 1997), the CG, through partnership with various Federal agencies (NOAA, EPA – Oceans and Coastal Protection Division, Navy Supervisor of Salvage, Volpe National Transportation Systems Center), academic institutions (Massachusetts Institute of Technology – R.M. Parsons Laboratory, University of Maryland – Chesapeake Bay Biological Laboratory), and private sector firms (Environmental Transportation Consultants/CH2M Hill, Oceaneering Technologies International), undertook the task of evaluating the potential risk posed by the discarded batteries

to the environment and humans. The questions raised addressed impacts the batteries pose currently or into the foreseeable future; whether or not this impact posed an emergency situation; and what environmental/human health risks may arise if the batteries are removed. The following four steps were followed in the risk assessment study:

- to describe the fate and transport of mercury from spent batteries
- to determine the concentration, spatial distribution and form of metals found near ATON battery sites
- to determine whether aquatic biota were contaminated at ATON sites due to spent batteries
- to determine whether hazardous mercury vapor is released at terrestrial ATON sites

The first step in the risk assessment process was to evaluate the battery contents in laboratory conditions to ascertain their contents and develop a fate and transport model for mercury, the primary contaminant of concern. Determining the chemical pathways of the mercury at the battery sites is a fundamental part of the risk assessment process because it indicates whether the mercury has, or will in the future, change from its original elemental form into one of the more bioavailable forms of mercury (inorganic or organic). The batteries also contain alkaline electrolyte, but that was not considered a major environmental concern within the aquatic environment because of dilution into the water column. This work was performed at the Massachusetts Institute of Technology – R.M. Parsons Laboratory and the University of Maryland - Chesapeake Bay Biological Laboratory.

The USCG and the risk assessment group then selected ATON sites with substantial numbers of discarded batteries in representative marine, freshwater, and terrestrial ecosystems. These site characterizations took place in:

- 1- Chesapeake Bay (Maryland)
- 2- Tampa Bay (Florida)
- 3- Tennessee River (Tennessee)
- 4- Puget Sound (Washington)
- 5- Midway Island (Possession of U.S. in Pacific Ocean)
- 6- the Channel Islands (near Santa Barbara, California)

Demonstration cleanup projects, which involved battery removals and post-removal sediment sampling, were also performed at sites 2, 3, and 4. The characteristics used to select these sites

included various factors such as water depth and salinity, bottom properties, biota and soil conditions. Close coordination also occurred with the appropriate state environmental regulatory agency and Federal resource manager if applicable. The studies included substrate and biological sampling at locations before and after batteries were removed. Comparisons to background levels based on the literature and onsite sample collections were made to determine whether batteries presented any environmental or human health risk.

3.0 HISTORY OF COMMUNITY INVOLVEMENT

No significant community involvement has taken place. However, during site visits in the fall of 2001, DTSC officials made contact with some residents living near known ATON sites in northern California. Those private individuals have requested to be put on a mailing list. In addition, DTSC has established communication with other Governmental and non-governmental agencies through the current Public Participation process. It's imperative both agencies (i.e. DTSC and the USCG,) make additional efforts to continue contact with those Non-governmental and Governmental organizations to inform them of future project activities and request their input.

3.1 COMMUNITY CONCERNS AND ISSUES

Informal telephone contacts were made to State Assembly and Congressional representatives for the area. The majority expressed concern but felt the involvement of the State's oversight agency was sufficient to ensure the proper protection of the environment. However, all requested to be put on the mailing list.

Key issues Identified by respondents were:

- Lack of Coordination with other governmental organizations
- Lack of communication with elected officials and community members.
- A need to be sensitive to the historical significance of the Islands to Native Americans.
- The ecological risk factors in disturbing soils
- The introduction of the Bald Eagle to the Islands and the effects of this investigation.
- The length of time that has passed since the first revelations of the acts.
- Concerns about water quality.

All concerns have been summarized in the Appendix B-3

3.2 COMMUNITY DEMOGRAPHIC PROFILE

Within the examined radius of the Channel Islands (Ventura, Oxnard, Port Huneme, Point Magu, and Catalina), the area's 2001 estimated population is classified as 60.80 percent white alone, 3.73 percent black or African American alone, 7.34 percent Hawaiian and Other Pacific Islander alone, 28.13 percent some other race. Of this area's total population, approximately 53 percent reported that they were of Hispanic origin. Approximately 68 percent of the population attained a high school degree or higher education. Approximately 73 percent of the population makes over \$150,000.00 per year. Most of the housing units are owner occupied.

3.3 COMMUNITY DEMOGRAPHIC PROFILE TABLE

POP FACTS: FULL DATA REPORT
 TRADE AREA
 PORT HUENEME-AVALON
 SITE: 754881

VARIABLE LABEL	VARIABLE VALUE
2006 PROJECTION	275,599
2001 ESTIMATE	263,763
1990 CENSUS	230,623
1980 CENSUS	190,089
GROWTH 1980 – 1990	21.32%
2006 PROJECTION	87,200
2001 ESTIMATE	83,372
1990 CENSUS	72,941
1980 CENSUS	64,702
GROWTH 1980 – 1990	12.73%
2001 ESTIMATED POPULATION BY RACE	263,763
WHITE	60.80%
BLACK	3.73%
ASIAN & PACIFIC ISLANDER	7.34%
OTHER RACES	28.13%
2001 ESTIMATED POPULATION	263,763
HISPANIC ORIGIN	53.78%
OCCUPIED UNITS	72,941
OWNER OCCUPIED	52.41%
RENTER OCCUPIED	47.59%
1990 AVERAGE PERSONS PER HH	3.09
2001 EST HOUSEHOLDS BY INCOME	83,372
\$150,000 OR MORE	4.64%
\$100,000 TO \$149,999	10.34%
\$ 75,000 TO \$ 99,999	15.07%
\$ 50,000 TO \$ 74,999	22.59%
\$ 35,000 TO \$ 49,999	17.15%
\$ 25,000 TO \$ 34,999	11.22%
\$ 15,000 TO \$ 24,999	10.71%
\$ 5,000 TO \$ 15,000	6.79%
UNDER \$ 5,000	1.49%
2001 EST. AVERAGE HOUSEHOLD INCOME	\$65,989.94
2001 EST. MEDIAN HOUSEHOLD INCOME	\$52,924.08
2001 EST. PER CAPITA INCOME	\$21,070.07
2001 ESTIMATED POPULATION BY SEX	263,763
MALE	50.65%
FEMALE	49.35%

MARITAL STATUS	176,302
SINGLE MALE	17.42%
SINGLE FEMALE	11.80%
MARRIED	52.73%
PREVIOUSLY MARRIED MALE	6.26%
PREVIOUSLY MARRIED FEMALE	11.80%
HOUSEHOLDS WITH CHILDREN	30,320
MARRIED COUPLE FAMILY	72.17%
OTHER FAMILY-MALE HEAD	6.93%
OTHER FAMILY-FEMALE HEAD	19.33%
NON FAMILY	1.57%
2010 ESTIMATED POPULATION BY AGE	263,763
UNDER 5 YEARS	8.41%
5 TO 9 YEARS	8.09%
10 TO 14 YEARS	7.76%
15 TO 17 YEARS	4.35%
18 TO 20 YEARS	4.16%
21 TO 24 YEARS	5.25%
25 TO 29 YEARS	6.48%
30 TO 34 YEARS	7.90%
35 TO 39 YEARS	8.86%
40 TO 49 YEARS	15.81%
50 TO 59 YEARS	9.50%
60 TO 64 YEARS	3.28%
65 TO 69 YEARS	2.84%
70 TO 74 YEARS	2.64%
75 + YEARS	4.67%
MEDIAN AGE	33.48
AVERAGE AGE	34.02
2011 ESTIMATED FEMALE POP BY AGE	130,176
UNDER 5 YEARS	8.43%
5 TO 9 YEARS	8.10%
10 TO 14 YEARS	7.64%
15 TO 17 YEARS	4.33%
18 TO 20 YEARS	3.91%
21 TO 24 YEARS	4.93%
25 TO 29 YEARS	6.19%
30 TO 34 YEARS	7.33%
35 TO 39 YEARS	8.38%
40 TO 49 YEARS	15.52%
50 TO 59 YEARS	9.65%
60 TO 64 YEARS	3.50%
65 TO 69 YEARS	3.07%
70 TO 74 YEARS	2.99%
75 + YEARS	6.04%
FEMALE MEDIAN AGE	34.42
FEMALE AVERAGE AGE	35.09
POPULATION BY HOUSEHOLD TYPE	230,623

FAMILY HOUSEHOLDS	85.30%
NON-FAMILY HOUSEHOLDS	12.44%
GROUP QUARTERS	2.26%
HOUSEHOLDS BY TYPE	72,941
SINGLE MALE	8.81%
SINGLE FEMALE	11.66%
MARRIED COUPLE	54.94%
OTHER FAMILY-MALE HEAD	4.98%
OTHER FAMILY-FEMALE HEAD	11.87%
NON FAMILY-MALE HEAD	4.96%
NON FAMILY-FEMALE HEAD	2.77%
POPULATION BY URBAN VS RURAL	230,591
URBAN	99.60%
RURAL	0.40%
FEMALES 16+ WITH CHILDREN 0 - 17 BASE	84,996
WORKING WITH CHILD 0 - 5	5.58%
NOT WORKING WITH CHILD 0 - 5	0.45%
NOT IN LABOR FORCE WITH CHILD 0 - 5	3.57%
WORKING WITH CHILD 6 - 17	11.37%
NOT WORKING WITH CHILD 6 - 17	0.66%
NOT IN LAB. FORCE WITH CHILD 6 - 17	3.55%
WORKING WITH CHILD 0 - 5 & 6 - 18	4.84%
NOT WORKING WITH CHILD 0-5 & 6-18	0.50%
NOT IN LAB. FORCE W/CHILD 0-5 & 6-18	3.08%
WORKING WITH NO CHILDREN	35.15%
NOT WORKING WITH NO CHILDREN	2.35%
NOT IN LAB. FORCE WITH NO CHILD.	28.90%
HI BY AGE BY POVERTY STATUS	72,912
ABOVE POVERTY UNDER AGE 65	74.74%
ABOVE POVERTY AGE 65 +	17.43%
BELOW POVERTY UNDER AGE 65	6.54%
BELOW POVERTY AGE 65 +	1.29%
POPULATION 16+ BY EMPLOYMENT STATUS	174,007
EMPLOYED IN ARMED FORCES	2.10%
EMPLOYED CIVILIANS	63.95%
UNEMPLOYED CIVILIANS	4.09%
NOT IN LABOR FORCE	29.86%
POPULATION 16+ BY OCCUPATION	110,639
EXECUTIVE AND MANAGERIAL	10.78%
PROFESSIONAL SPECIALTY	11.87%
TECHNICAL SUPPORT	3.62%
SALES	10.27%
ADMINISTRATIVE SUPPORT	15.14%
SERVICE: PRIVATE HOUSEHOLD	0.39%
SERVICE: PROTECTIVE	1.63%
SERVICE: OTHER	10.51%
FARMING FORESTRY & FISHING	7.89%
PRECISION PRODUCTION & CRAFT	12.89%

MACHINE OPERATOR	6.45%
TRANS. AND MATERIAL MOVING	3.87%
LABORERS	4.70%
FAMILIES BY NUMBER OF WORKERS	53,124
NO WORKERS	10.88%
ONE WORKER	24.75%
TWO WORKERS	45.36%
THREE + WORKERS	19.01%
HISPANIC POPULATION BY TYPE	230,623
NOT HISPANIC	57.93%
MEXICAN	39.19%
PUERTO RICAN	0.34%
CUBAN	0.08%
OTHER HISPANIC	2.45%
200+ HISPANICS BY RACE BASE	141,850
WHITE	47.43%
BLACK	1.00%
ASIAN	0.93%
OTHER	50.65%
POPULATION BY TRANSPORTATION TO WORK	111,496
DRIVE ALONE	70.10%
CAR POOL	19.35%
PUBLIC TRANSPORTATION	0.98%
DRIVE MOTORCYCLE	0.66%
WALKED ONLY	4.17%
OTHER MEANS	2.66%
WORKED AT HOME	2.08%
POPULATION BY TRAVEL TIME TO WORK	111,496
UNDER 10 MINUTES / WORK AT HOME	18.20%
10 TO 29 MINUTES	58.37%
30 TO 59 MINUTES	17.74%
60 TO 89 MINUTES	3.91%
90+ MINUTES	1.78%
AVERAGE TRAVEL TIME IN MINUTES	20.15
HOUSEHOLDS BY NO. OF VEHICLES	72,984
NO VEHICLES	7.11%
1 VEHICLE	32.30%
2 VEHICLES	38.78%
3+ VEHICLES	21.81%
ESTIMATED TOTAL VEHICLES	131,126
POPULATION 25+ BY EDUCATION LEVEL	189,113
ELEMENTARY (0-8)	16.66%
SOME HIGH SCHOOL (9-11)	13.47%
HIGH SCHOOL GRADUATE (12)	21.76%
SOME COLLEGE (13-15)	23.50%
ASSOCIATES DEGREE ONLY	7.86%
BACHELORS DEGREE ONLY	11.04%
GRADUATE DEGREE	5.71%

POPULATION ENROLLED IN SCHOOL	62,580
PUBLIC PRE- PRIMARY	3.34%
PRIVATE PRE- PRIMARY	2.38%
PUBLIC ELEM/HIGH	62.38%
PRIVATE ELEM/HIGH	5.66%
ENROLLED IN COLLEGE	26.24%
HOUSING UNITS BY OCCUPANCY STATUS	78,275
OCCUPIED	93.19%
VACANT	6.81%
VACANT UNITS	5,334
FOR RENT	33.70%
FOR SALE ONLY	15.53%
SEASONAL	35.73%
OTHER	15.04%
OWNER OCCUPIED PROPERTY VALUES	30,070
UNDER \$25,000	0.34%
\$25,000 TO \$49,999	0.36%
\$50,000 TO \$74,999	0.70%
\$75,000 TO \$99,999	1.73%
\$100,000 TO \$149,999	7.97%
\$150,000 TO \$199,999	29.65%
\$200,000 TO \$299,999	42.29%
\$300,000 TO \$399,999	8.84%
\$400,000 TO \$499,999	3.24%
\$500,000 +	4.88%
MEDIAN PROPERTY VALUE	\$221,872.60
TOTAL RENTAL UNITS	33,430
MEDIAN RENT	\$649.43
PERSONS IN UNIT	72,941
1 PERSON UNITS	20.47%
2 PERSON UNITS	29.68%
3 PERSON UNITS	16.49%
4 PERSON UNITS	14.30%
5 PERSON UNITS	8.15%
6 PERSON UNITS	4.46%
7 + UNITS	6.45%
YEAR ROUND UNITS IN STRUCTURE	78,275
SINGLE UNITS DETACHED	49.50%
SINGLE UNITS ATTACHED	11.11%
DOUBLE UNITS	3.33%
3 TO 9 UNITS	14.00%
10 TO 19 UNITS	6.25%
20 TO 49 UNITS	4.79%
50 + UNITS	3.08%
MOBILE HOME OR TRAILER	5.92%
ALL OTHER	2.01%

SINGLE/MULTIPLE UNIT RATIO	1.93
HOUSING UNITS BY YEAR BUILT	72,984
BUILT 1989 TO MARCH 1990	1.51%
BUILT 1985 TO 1988	4.99%
BUILT 1980 TO 1984	8.09%
BUILT 1970 TO 1979	27.44%
BUILT 1960 TO 1969	26.35%
BUILT 1950 TO 1959	20.31%

4.0 KEY CONTACT LIST

ORGANIZATION	CONTACT	PHONE	FAX
U.S. Coast Guard U. S. C. G. Island Building 50-6 Alameda, CA 94501-5100	Matt Braden	(510) 437-2978	(510) 437-5836
Catalina Conservancy P.O. Box 2739 Avalon, CA 90704	Steve Dawes	310.510.2595x113	310.510.1451
U.S. Fish and Wildlife Service 2493 Portola Rd. Ventura, CA 93003 Suite B	Denise Steurer	805.644.1766	805.644.3958
Santa Ynez Chumash Office P.O. Box 517 Santa Ynez, CA 93460	Willie Wyatt	805.686.1601	805.626.9578
National Park Service 1901 Spinnaker Dr. Ventura, CA	Jack Fitzgerald	805.658.5717	805.658.5799
U.S. Senate Hon. B. Boxer On Legislators list	Hettie Stewart	213.894.4903	213.894.5012
U.S. Senate Hon D. Feinstein On Legislators list	Guillermo Gonzalez	310.914.7300	310.914.7318
Assembly-member Lowenthal On Legislators list	Alan Lowenthal	310.548.6420	310.548.4160
State Senator Karnette On Legislators list	Betty Karnette	562.997.0794	562.997.0799
DTSC Project Manager Mandatory list	Tayseer Mahmoud	714.484.5419	714.484.5437
DTSC Public Participation Mandatory list	Eloy Florez	818.551.2875	818.551.2832

4.1 INFORMATION REPOSITORIES

Documents related to the environmental investigation and proposed site cleanup action can be reviewed in Public Information Repositories established at the following locations:

United States Coast Guard Island
Building 50-6
Alameda, CA 94501-5100
Contact:
Lt. Matt Braden
Phone (510) 437-2978
Fax (510) 437-5836

Department of Toxic Substances Control
Regional Records Office
5796 Corporate Avenue
Cypress, CA 90630
Contact: Julie Johnson
Phone: (714) 484-5300
Hours: Monday – Friday 8:00 a.m. – 5:00 p.m.

4.2 DTSC CONTACT FOR PUBLIC PARTICIPATION REQUIREMENTS

Eloy Florez
Public Participation Specialist
Department of Toxic Substances Control
1011 N. Grandview Avenue
Glendale, CA 91201
Phone: (818) 551-2875
Fax: (818) 551-2832
eflorez@dtsc.ca.gov

5.0 PUBLIC PARTICIPATION STRATEGY

Based on the community assessment data contained in community surveys and interviews, DTSC has determined that this site has a moderate level of the greater community interest. Based on this level of concern, the DTSC and the USCG will follow the public participation activities and opportunities for public involvement listed below:

- Notify and coordinate with the National Park Service on any plans to disturb soil on the Islands.
- DTSC and the USCG should notify and coordinate with the United States Fish and Wildlife Service prior to the implementation of any plans to disturb soil on the Islands because of the reintroduction of endangered wildlife.

- Provide Chumash and other cultural organizations the opportunity to review all documents pertaining to the project as well as provide an early invitation to attend any sampling events.
- The USCG or its consultants must prepare a Fact Sheet with contact information and send to DTSC for review and approval. Once the Fact Sheet is approved, the USCG or its consultants will distribute the Key Contacts listed in Section 4.0 as well as to DTSC's mandatory mailing list. Any information presented to the community should be made available in Spanish if requested by members of the community. However, translation of the Fact Sheets will not be required at this time.
- Community meetings may be required depending on the level of community interest at the time of any field work.
- Coordination with other Governmental Organizations should occur prior to any field work.
- Any Catalina Soil disturbances should be coordinated through the Catalina Conservancy.
- The PPP may expand depending on the scope of the investigation. The plan may be amended to include Far South and Northern California sites in the future. Expanding the scope of the project would require amendments to this document.

Appendix A

Figures

IMAGES PROVIDED BY THE NPS WEB SITE

Appendix B
Public Notification



Winston H. Hickox
Agency Secretary
California Environmental
Protection Agency

Edwin F. Lowry, Director
1011 N. Grandview Avenue
Glendale, California 91201



Gray Davis
Governor

March 19, 2002

Dear Community member:

In an ongoing effort to include communities in the decision making process, the Department of Toxic Substances Control (DTSC) is currently seeking community input on the following site investigation:

Remediation and Clean up of batteries near Aid to Navigation units maintained by the U.S. Coast Guard.

The purpose of this letter is to assess the level of community interest for this project. DTSC is forwarding you a brief community survey. Your response to the community survey will enable DTSC to determine the level of community interest as well as assist us in the development of a Public Participation Plan. Furthermore, it will help us conduct appropriate community outreach activities and inform the community of project status. Please return the community survey by April 12, 2002.

From the mid-1800s until today, the United States Coast Guard (and its predecessors) constructed, used and maintained several hundred "Aids to Navigation" (ATON) units in the State of California. These devices were sign-like boards and buoys, a minority of which had lights and air-horns, used to warn ships of land as well as aid those vessels in navigation. Some were located in very remote locations not easily accessible to humans. Because of their location, it was common practice to power them using zinc-carbon air cell batteries. In the course of their use the batteries were sometimes repaired and replaced on site. Consequently, some batteries and the materials used in those batteries were disposed of improperly. While numerous ATON sites exist throughout California, only ten land sites were found to have batteries or debris. They were all on the Southern California Channel Islands, where this survey is focused. Currently, ATON's that require electricity use either constant A/C power or a solar rechargeable battery unit.

In a proactive effort and to reduce any additional potential contamination, the U.S. Coast Guard, under the oversight of the DTSC, has removed battery debris at all sites where it is safely accessible, and is preparing a plan to evaluate what additional cleanup efforts may be needed, focusing on sites in the Channel Islands.

This survey is part of a Public Participation Plan that will be used as a guide to address community concerns and allow the public to comment on this project. Thank you in advance for filling out and returning the enclosed survey. If you have any questions regarding the proposed action at these sites or the attached survey, please call Eloy Florez at (818) 551-2875.

Sincerely,

Eloy Florez

Eloy Florez
DTSC Public Participation Specialist

Attachment – Survey

PROPOSED SOIL REMOVAL AND CLEAN UP OF USCG NAVIGATION SITES.

(Please return by April 12, 2002 by mail or via FAX 818.551.2832)

1. What is your level of concern or interest about this project, if any?

___ No present concern ___ Low ___ Moderate ___ High

2. Are there any additional languages you would like to see further information in?

3. Can you suggest any other person or groups that might be interested in receiving information about this site or the work proposed for it?

4. If we hold a meeting to better inform members of the public about this project, can you suggest a convenient location for such a meeting?

5. What is the best way to provide you with information?

___ Fact sheets or letters ___ Community meetings

Other (please specify): _____

6. Please give us any other concerns or comments you would like to make about this project:

- ☐ Please place me on the mailing list to receive all future material related to this project.
☐ Please remove my name from the mailing list.

Name: _____ Email: _____

Affiliation (optional): _____

Address: _____ City: _____ Zip: _____

Telephone (optional): _____ Fax: _____

Please return this to:

ELOY FLOREZ DEPARTMENT OF TOXIC SUBSTANCES CONTROL 1011 NORTH GRANDVIEW AVE.,
GLENDALE, CA 91201.

By FAX 818.551.2832 or by email eflorez@dtsc.ca.gov

Summary of Community Comments:

NATIONAL PARK SERVICE

Serious concerns were addressed by other governmental agencies. The National Park Service directly oversees the daily operations on the CINP and has yet to hear from either DTSC or USCG officials regarding sampling or removal of contaminated soils. Comments made by the NPS officials: "It is possible that soil removal [and] clean up of the USCG site will have a potential adverse effect on the Channel Island National Park and may require close cooperation between agencies."

SANTA YNEZ CHUMASH TRIBE

Native American organizations also have discussed concerns. The office of Environmental Planning for the Chumash Tribe requested information prior to any work being done. The concern was relayed during a phone interview. In addition, soil disturbances could result in the destruction or disturbance archeological artifacts. A representative of the Chumash Nation was requested to be on hand during excavation.

U.S. FISH AND WILDLIFE SERVICE

Recently, Bald Eagles' have been reintroduced to the Channel Islands. Because of they are a national symbol and an endangered species, DTSC and USCG should consult with the U.S. Fish and Wildlife Service to identify the best methods to move forward before any excavations or soil disturbances occur.

COMMUNITY GROUPS

Some Members of the Los Angeles area Surf Rider Foundation knew about the illegal battery disposal and question why so much time had passed since the revelation of the acts. In addition, they questioned, water quality near buoys and other navigational aides.

Other community groups requested to be placed on a mailing list for the project (please see the key contact list).

Appendix C

Project Schedule

Public Participation Schedule

	PEA Phase	RAP Phase		
		Draft Workplan	Comment Period	Removal Action
Site Mailing List	■	■		
PEA Notification Letter	■			
Public Hearing	■			
Community Contacts		■		
Community Profile		■		
Public Notice			■	■
Information Repository	■		■	

Appendix D
Key Contacts Mailing List

D1. FEDERAL / STATE / LOCAL ELECTED OFFICIALS

The Honorable Diane Feinstein
U.S. Senator
Attention: Guillermo Gonzalez
11111 Santa Monica Blvd., Suite 915
Los Angeles, CA 90025
(310) 914-7300

The Honorable Barbara Boxer
U.S. Senator
Attention:
312 North Spring Street, Suite 1748
Los Angeles, CA 90012
(213) 894-5000

The Honorable Betty Karnette
District 27
State Capitol, Room 5066
Sacramento, CA 95814
Phone: (916) 445-6447
Fax: (916) 327-9113

The Honorable Betty Karnette State Senate
District 27
Attn: Field Deputy
3711 Long Beach Blvd., #801
Long Beach, CA 90807
Phone: (562) 997-0794
Fax: (562) 997-0799

The Honorable Alan Lowenthal
State Assemblyman, 54th District
Room 4146
State Capitol
Sacramento, CA 95814
Phone: (916) 319-2054
Fax: (916) 319-2154

Attn: Field Deputy
Office of Assemblyman Lowenthal
San Pedro Office:
388 W. 7th Street
San Pedro, CA 90731
Phone: (310) 548-6420
Fax: (310) 548-4160

The Honorable Janice Hahn
Los Angeles City Council, District 15
200 N. Spring Street
Room 435
Los Angeles, CA 90012
Phone: (213) 473-7015

Marisa Trutanich
Community Advocate for San Pedro
Office of Councilwoman Hahn
638 S. Beacon Street, Ste 552
San Pedro, CA
Phone: (310) 732-4512
Fax: (310) 732-4500

DTSC MANDATORY MAILING LIST

Statewide Listing

Mr. Jim Marxen, Chief, PP & E
DTSC
P.O. Box 806
Sacramento, CA 95812-0806

Communities for a Better Environment
Mr. Mike Belliveau
1611 Telegraph Ave. Ste. 450
Oakland, CA 94612-2160

Environmental Health Coalition
Ms. Diane Takvorian
1717 Ketner Blvd., #100
San Diego, CA 92101

California Council for Environmental &
Economic Balance
Mr. Victor Weisser
100 Spear Street, #805
San Francisco, CA 94105

Ms. Gwendolyn Eng-Regional Representative
U.S. EPA Region IX
75 Hawthorne Street
San Francisco, CA 94105

Sierra Club
Ms. Liz Allen
394 Blaisdell
Claremont, CA 91711

Mr. Chuck White
Waste Mgmt., Inc.
915 L. Street, #1430
Sacramento, CA 95814

Ms. Jane Williams
California Community Against Toxics
P. O. Box 845
Rosamond, CA 93560

Environmental Defense Fund Mr. David Roe
Rockridge Market Mall
5655 College Ave., #304
Oakland, CA 94618

Toxic Assessment Group
Ms. Jody Sparks
P.O. Box 186
Stewart Point, CA 95480

League of Women Voters
Ms. Ann Coombs
65 Avalon Drive
Los Altos, CA 94022

Ms. Kim Delfino
CALPRIG
926 J Street, #523
Sacramento, CA 95814-2706

Morrison Knudsen Corporation
353 Sacramento Street, Ste. 1500
San Francisco, CA 94111-3662

Sierra Club
Mr. Bill Magavern
1414 K Street, Suite #300
Sacramento, CA 95814

Environmental Defense Fund
Ms. Jerilyn Mendoza
10951 West Pico Blvd., #300
Los Angeles, CA 90064

Mr. Bradley Angel
Green Action
One Hallidie Plaza, Ste 760
San Francisco, CA 94102

Appendix D
Key Contacts Mailing List

Ms. Barbara Coler-Division Chief
DTSC Site Mitigation
700 Heinz Avenue #200
Berkeley, CA 94710

Ms. Maggie Ide
SCAG
818 W. 7th St.
Los Angeles, CA 90017

Mr. John Hinton, P.E.-Regional Coordinator
DTSC
5796 Corporate Avenue
Cypress, CA 90630

Eloy Florez
DTSC
1011 North Grandview Avenue
Glendale, CA 91201

Mr. Herman Mulman
Seniors for Political Action
6255 Ben Avenue
North Hollywood, CA 91603

Natural Resources
Defense Council
6310 San Vicente Blvd., #250
Los Angeles, CA 90048

People for Reason in
Science and Medicine
P. O. Box 2102
Anaheim, CA 92814

Ms. Kay Goude
U.S. Fish & Wildlife Service
2800 Cottage Way, Room 2065
Sacramento, CA 95825

Mr. John Schmidt, Exec. Director
Wildlife Conservation Board
1807 13th Street, Suite 103
Sacramento, CA 95814-7117

Mr. Robert Treanor, Director
California Fish & Game Commission
1416 Ninth Street, 13th Floor
Sacramento, CA 95814

Mr. James Bybee
National Marine Fisheries Services
777 Sonoma Avenue, #325
Santa Rosa, CA 95404

Mr. Joe Lyou
Director of Programs
CLCV Education Fund
10780 Santa Monica Blvd., Suite 210
Los Angeles, CA 90025

Mr. Bill Nelson
Agency for Toxic Substance and Disease
Registry
EPA Region IX, Room 100
75 Hawthorne Street, MS H-1-2
San Francisco, CA 94105

Ms. Marilyn Underwood
Department of Health Services
Environmental Health Investigation Branch
1515 Clay Street, Suite 1700
Oakland, CA 94612

Los Angeles County Listings

Appendix D
Key Contacts Mailing List

Ms. Mary M. Lee, Directing Attorney
Legal Aid Foundation of L.A.
8601 S. Broadway
Los Angeles, CA 90003

Hacienda Heights Improvement
P. O. Box 5235
Hacienda Heights, CA 91745

